

DT  
732  
A34  
1903  
AFA

VIEWS OF  
SOUTH AFRICA





From Your loving niece

Cora Bradford.

1903

D7  
732  
A 34  
1710  
100

ALBUM  
OF  
Photographic Views  
OF  
SOUTH AFRICA.









## PARLIAMENT HOUSE AND TABLE MOUNTAIN, CAPE TOWN.

THE great feature of Cape Town is the magnificent mountain which rises behind the town in a sheer precipice to the height of nearly 4,000 feet, cutting the sky-line with a jagged, horizontal front two miles in length. The Houses of Parliament, completed in 1886 at a cost of £220,000, are universally admired, not only for their architectural outlines, but for their beautiful situation.





### GOVERNMENT AVENUE, CAPE TOWN.

At the farther end of Adderley Street commences what is known as the Government Avenue, which extends in the direction of the mountain for a distance of three-quarters of a mile, and is a veritable tunnel of foliage in the summer-time. The avenue is entirely composed of oak trees, planted by Governor Van der Stell over two hundred years ago, and they afford a grateful shade and pleasant resort to the inhabitants.





## ADDERLEY STREET, CAPE TOWN.

THE main street of the city, in which most of the principal buildings are situated, is Adderley Street. The central thoroughfares of Cape Town have been so transformed within recent years as to be almost unrecognisable to persons familiar with their olden appearance. In this street, especially, has the work of reconstruction been most marked. A frequent service of electrically-driven tramcars runs along it, by which passengers can proceed to all parts of the suburbs.





## THE NEW POST OFFICE, CAPE TOWN.

Was only finished for occupation in 1897, and is one of the chief ornaments in Cape Town. The tower is 120 feet high, and its five floors cover a total area of four acres.





### SATURDAY MARKET, PARADE, CAPE TOWN.

To all who have ever visited South Africa, the market places of the various towns have always been a special feature of attraction, and this one especially. For here, mixed up in a heterogeneous crowd, are representatives of all nationalities, from the Hottentot to the Hindoo, buying and selling, squabbling and gesticulating in languages—well—"fearfully and wonderfully made," and converting the place for the time being into a veritable Babel. Here are deposited for sale all the second-hand, stale, or damaged goods of the place, and anything can be obtained from a Zulu assegai to a register grate.





### CAPE TOWN AND DEVIL'S PEAK, FROM SIGNAL HILL.

FROM Signal Hill is to be obtained the best view of Cape Town and its gigantic natural ramparts. The city proper reposes in the open valley immediately in front of us. On the extreme left we just catch a glimpse of the edge of the curve of Table Bay. On account of its being practically the Capital of the whole of South Africa, the importance of Cape Town, from an Imperial point of view, is much greater than would naturally be thought when looking at the population only—some 70,000 or so. Beyond the Bay, skirting the base of Devil's Peak, and extending away for a distance of eight or nine miles, are the populous suburban villages of Woodstock, Mowbray, Rondebosch, Newlands, Claremont, and Wynberg.





### CAPE TOWN AND TABLE MOUNTAIN, FROM SIGNAL HILL.

TURNING our eyes a little more landwards we may note the upper and residential parts of Cape Town. The great feature which thrusts itself upon our attention here, however, is the magnificent mountain which rises behind the town in a sheer precipice to the height of nearly 4,000 feet, cutting the sky-line with a jagged horizontal front two miles in length. The talus of this giant wall runs almost to the sea, the higher portions being covered with vegetation and seamed with ravines cut by the torrents which rush down from the mountain after rain.





## LION'S HEAD AND THREE ANCHOR BAY, CAPE TOWN.

HALF-WAY between Cape Town and Sea Point we pass Three Anchor Bay, from which we get a fine view of Lion's Head. Grouped around the bay and the adjoining Green Point Common are a large number of pretty residential villas. This seaside resort and the neighbouring suburb of Sea Point have a better winter climate than the district to the east of Cape Town, due principally to the smaller rainfall and the speedy drainage of surplus water secured by the abrupt slope of the mountain.





### SIGNAL HILL AND LION'S HEAD, FROM THE LAKE, GREEN POINT COMMON.

GREEN POINT COMMON forms the great cricket field, golf links, and general volunteer manœuvring ground of Cape Town. The surface water from Signal Hill collects during the rainy season in a basin at one end of the Common, forming an extensive "vlei" or lake, which is taken advantage of for boating purposes. Signal Hill derives its name from the station at its summit, whence the arrival and movements of mail and other steamships in the Bay are first observed and transmitted by a flag code of signals to the G.P.O. and those in the town who are on the look-out.





## SEA POINT.

ELECTRIC trams connect Cape Town with Sea Point, a row of picturesque villas stretching along the base of Signal Hill and Lion's Head. During gales the water breaks with tremendous force against the rocky shores. In fine weather and at low water many beautifully-coloured anemones may be seen among the pools.





## HOUT BAY.

PROCEEDING to Wynberg, and employing the services of a "Cape Cart," a pleasant drive over the Peninsula and round the back of Table Mountain, through ever-varying scenery, brings us to Hout Bay, a deep inlet on the Atlantic side, which, when first viewed from the road, appears to be almost land-locked. It was frequently used by the Dutch East India Company, and was defended by several small batteries, the ruins of which stand on an eminence commanding the inlet. The erection of modern works is in contemplation, as the bay is of considerable strategical importance. The drive may be continued back to Cape Town by the splendid Victoria Road, past Camps Bay and Sea Point.





### THE BRIDGE, MOWBRAY.

ONE of the many attractive suburbs of Cape Town is Mowbray, within easy reach by either road or rail. The Liesbeek brook, meandering down from the slopes of the Devil's Peak on its short journey to the sea, is here crossed by an old stone bridge. Beyond can be seen a stretch of one of the public roads, well protected, as many of them are, with trees on each side. The majority of these trees are oaks, pines, and white poplar, and many of them were planted by the early Dutch and French settlers.





### ON THE MAIN ROAD AT WYNBERG.

HERE we have a stretch near Wynberg of the Main Road to Simonstown. We are about nine miles from Cape Town, and surrounded on all hands by shady pine trees and lovely vegetation of great variety. The road striking off to the right leads towards the military camp situated on what is known as Wynberg Hill. It is pronounced by all regiments that have been stationed here to be by far the most salubrious foreign station in the British possessions, and since the Boer war broke out it has been used as the principal base hospital for the British forces.





“SOUTH AFRICAN WEEDS”—ARUM LILIES.

AN hour or two's ramble through the bye-ways and meadows in the vicinity of Mowbray, Rondebosch, or Wynberg will charm the heart of the botanist—especially after the first winter rains have fallen—when vegetable life is at once aroused to activity, and mountain and dale, riverside and gorge, become clothed in a mantle of flowers. One of the most common, although at the same time most graceful of flowers, is the Arum Lily. It is as plentiful an ornament of the moist, low-lying ground as the common dock is an accompaniment of ditches in Great Britain.





### GROOTE SCHUUR, RONDEBOSCH.

A FEW miles out of Cape Town, lying at the foot of the slopes of the Devil's Peak is Groote Schuur, the picturesque, red-tiled residence of the Hon. Cecil J. Rhodes, P.C. The original old Dutch building was almost entirely destroyed by fire some years ago, but the main characteristic features were retained in the new house. The front entrance, approached by an avenue, is on the other side of the building. Inside is a large collection of unique South African curios, collected by the owner during his long and intimate association with the Cape and the Chartered Company's territories. The extensive grounds, stretching far up the side of the mountain, laid out with lovely walks, from which splendid prospects may be obtained, and including a fine collection of fauna running wild within fenced paddocks, are open, free to the public, week-day and Sunday, and for the privilege thus generously afforded them, the people of Cape Town and vicinity have much to be thankful.





## KALK BAY.

KALK BAY, on the shores of False Bay, and about 17 miles from Cape Town, is much visited for the sake of the excellent bathing and fishing it affords. Just at the foot of the distant headland on the right lies Simonstown, the Naval Station of the South African Squadron.





## ALGOA BAY AND PORT ELIZABETH.

PORT ELIZABETH is the second city in importance in Cape Colony. In 1820 a large body of about 5,000 emigrants was landed in this bay. The town was at once laid out by order of the acting Governor, Sir Rufane Donkin, and a stone pyramid, still occupying a conspicuous position above the town, were erected by him to the memory of his deceased Lady, Elizabeth, after whom the town was named. From that time the port has grown steadily by the energy and enterprise of its inhabitants. The town is 436 miles distant from Cape Town, and, viewed from the bay, presents a somewhat colourless and dusty appearance owing to the absence of trees and the sandy hills, clothed with scrub, which flank it on either side. In front, the slope is so steep that steps take the place of roads, and terraces of houses rise, one behind the other, until they overflow on the tableland beyond. Several attempts have been made to form a suitable harbour, but, hitherto, without any successful results. The anchorage in the bay, however, affords good holding ground.





## MAIN STREET, PORT ELIZABETH.

THE finest buildings in Main Street are the warehouses belonging to the wholesale dry-goods importers, and the offices of the banking and insurance companies. Electric cars, run on the overhead trolley system, render access to the other parts of the town an easy matter, which indeed would not otherwise be the case in a city where, as in Port Elizabeth, the majority of the streets have quite an Alpine gradient.





### MORNING MARKET, PORT ELIZABETH.

HERE the sale of agricultural produce and merchandise of every description is carried on, the most of it by auction, and with the celerity and activity of a European market. By eight o'clock we find almost all the waggons moving off to distribute their several loads to the respective buyers in the various parts of the town, and by nine the Square is once more in its normal state. No African farm is replete without one or two of these waggons. They are the principal means of transport to and from districts to which the railway has not yet penetrated, and may be found in active use from Cape Town to the banks of the Zambesi. The waggon is generally from fifteen to seventeen feet long, and capable of carrying a weight of from five to six tons; it is also provided with a tent in the rear, supplying sleeping accommodation for a whole family if needs be. The waggon has a complement of from sixteen to eighteen bullocks, which are in charge of two "boys," as the natives are invariably called.

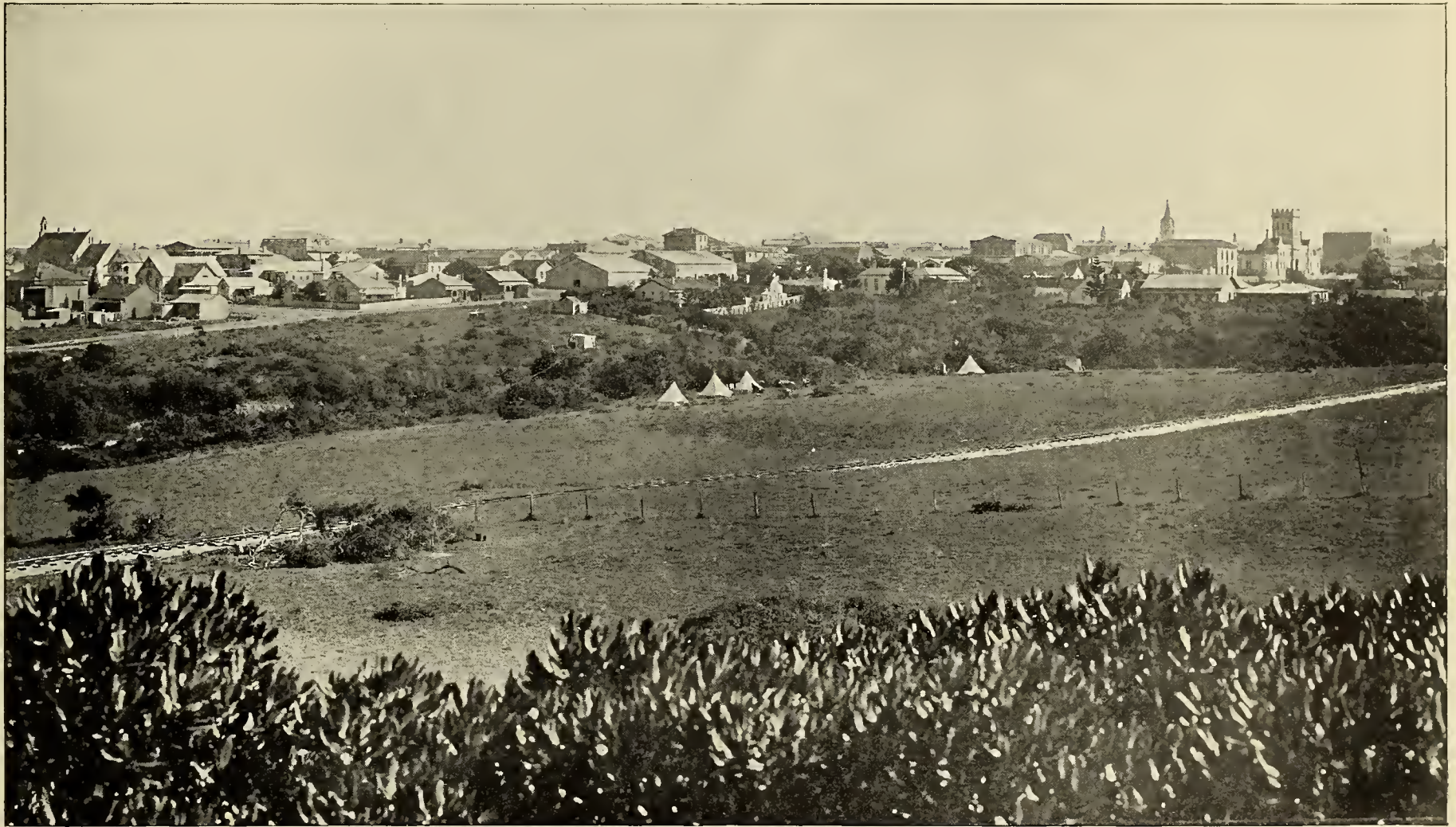




## GRAHAMSTOWN.

ABOUT nine hours' ride by rail in a north-easterly direction from Port Elizabeth brings us to a town which is one of the most desirable places of residence within Cape Colony. Its name is Grahamstown, and it is the metropolis of the Eastern Province. It is beautifully situated on the slopes of the Zuurberg Mountains, near the source of the Kowie River. Founded in 1812, it became a military station in 1819, but for many years the district was the scene of almost continual warfare with the natives, and there is scarcely a hill, valley, or "krantz" in the neighbourhood that has not witnessed some fierce struggle between the sturdy settlers and their savage opponents. After obtaining predominance by the aid of the troops, the settlers successfully undertook the task of conciliating the natives, with whom they opened up trade and on whom they ultimately bestowed the benefits of civilisation.





### EAST LONDON, FROM SIGNAL HILL,

WITH a population of about 9,000, is 540 miles distant from Cape Town by sea. The public offices are in a large embattled building, seen at the right side of the picture, and a new Town Hall has been erected at a cost of £75,000. The climate is healthy, and the water supply good.





## THE WHARVES, BUFFALO RIVER, EAST LONDON.

THE harbour works have cost over half-a-million, and consist of retaining walls constructed to narrow the bed of the river and thus augment the scour. Boats of 6,000 tons can enter, and it is hoped that it will soon be available for the mail steamers which call regularly, as large sums are still being spent in dredging at the bar. The town proper lies to our left, but its original site may be seen on the opposite side of the river. The railway terminus on this side decided the fate of the West Bank.





## DURBAN.

WE have now arrived on the eastern seaboard of South Africa, and behold the blue waters of the Indian Ocean, which form at this point a fine bay, on which is situated Durban or Port Natal. Durban is the natural gateway of South Eastern Africa, and is a town of great trade and growing importance. It is built on the north side of the bay, and has an approximate population of some 30,000 people, including Indian immigrants and natives. The Berea, on which we stand, is a small range of hills, rising behind the town, the slopes of which are covered with villas and gardens. The town and suburbs rank among the most beautiful and best regulated of any in South Africa. The climate is very healthy, but is sometimes oppressively hot during the summer months, viz.:—October to March, when the average maximum shade temperature reaches 85°. Here were landed all the troops who have taken part in the arduous Natal campaign of the present war.





## WEST STREET AND TOWN HALL, DURBAN.

THE principal street in Durban is called West Street. It is a fine, broad, well-made and well-kept thoroughfare, and about mid-way along it stand the handsome Town Hall Buildings of the Corinthian order with a clock-tower 164 feet high, when viewed from a distance the most conspicuous object in the town. The edifice contains most of the public offices, including the postal and telegraph, a fine concert hall, and upstairs, a museum with many objects of interest. Facing the street opposite the Town Hall are the Municipal Gardens, with a fine fountain and many palm-shaded walks, forming, for citizens and visitors alike, a grateful shady retreat from the scorching heat of the noon-day sun. A military band frequently plays in it during the summer evenings.





A JINRICKSHA, DURBAN.

NOTHING is so attractive to the stranger landing for the first time in Durban as the hundreds of "ricksha" boys, who there take the place of our cab-horse. These natives, mostly Zulus of lithe, athletic build, take a huge delight in "ornamenting" their persons, and may be seen wearing the most absurd head-dresses—bunches of ostrich or cocks' feathers, cow horns, old policemen's or firemen's helmets, stuffed parrots and other birds, ladies' lace-trimmed hats, or wreaths of flowers. While plying for hire, they may be seen prancing and cavorting like young horses to show the likely passenger how fresh they are, and their antics are most amusing. The wide, level streets of the town are admirably suited for this method of vehicular traction. "Rickshas" are also much used in Maritzburg, and there are a few in Johannesburg and elsewhere.





## PIETERMARITZBURG.

PIETERMARITZBURG, locally shortened to Maritzburg, is the capital of the Colony of Natal, and is named after the famous Boer leaders, Pieter Retief and Gert Maritz. The town nestles among hills on the ridge and sides of a gentle slope which forms part of the north bank of the river Umsindusi. It is the seat of Government, a station of the Imperial troops, and an entrepôt for up-country trade. Its reddish brown soil, its garden-encircled cottages, and its rose hedges and trees give the town altogether a most attractive and cosy appearance.





### PIETERMARITZBURG, NATAL,

With 20,000 inhabitants, is the seat of the Government of Natal. Well paved, and built chiefly of red bricks made in the neighbourhood, it has a pleasant and cheerful appearance. It is the seat of a bishopric, and the climate is considered specially suitable for those suffering from bronchial affections.





## HOWICK FALLS, UMGENI RIVER.

CONTINUING our journey by rail, we arrive at Howick, a favourite health resort for Natalians, and the scene of the magnificent falls of the Great Umgeni. At this point of the river's course the stream leaps in one mass over a sheer precipice of trap rock, 364 feet high, or double the height of the Niagara Falls, and when swollen by rain, it is one of the most imposing falls in the world.





### TUGELA FALLS.

THIS pretty waterfall on the Tugela River is situated not far from the great battlefield of Colenso. The Tugela is the largest stream in Natal. The name is of Zulu origin, and signifies "startling," but its appropriateness cannot now be very easily discerned.





## LADYSMITH, NATAL.

LADYSMITH is laid out on a slope near the Klip River, and is sheltered from severe winds, and enjoys a dry and bracing climate in winter, but the heat is oppressive in summer. Although it claims to be the third town in importance in Natal, the appearance of the streets and general aspect of the place are not very imposing. It has now, however, in consequence of the four months' siege it underwent at the hands of the Boers in 1899-1900, attained a world-wide celebrity, and the names of Ladysmith and General Sir George White, its gallant and successful defender, have become household words.





## BLOEMFONTEIN.

THE capital is Bloemfontein, standing 4,500 feet above sea-level, and possessing a population of some 5,800 inhabitants. The country north of the Orange River was first visited by the Boers in 1835, but ten years elapsed before it was able to boast of a constitutional Government. In 1848, however, the country was proclaimed British territory by Sir Harry Smith, and in the rising which followed the Boers were defeated. Six years later it was peaceably handed back to the original settlers, and their independence as a Republic was recognised by the British Government. The primitive habits of the people have, for many years, prevented Bloemfontein from being anything but a quiet and pleasant village, but its dry, healthy climate, which has been largely taken advantage of by pulmonary invalids for the last ten or fifteen years, ought to secure its future success. The Free Staters, who had no quarrel whatever with Great Britain, decided to throw in their lot with their neighbours, the Transvaalers, when the latter declared war against Great Britain in the autumn of 1899. As the result of Lord Roberts's victorious operations, Bloemfontein was occupied, and the territory formally annexed in April, 1900.

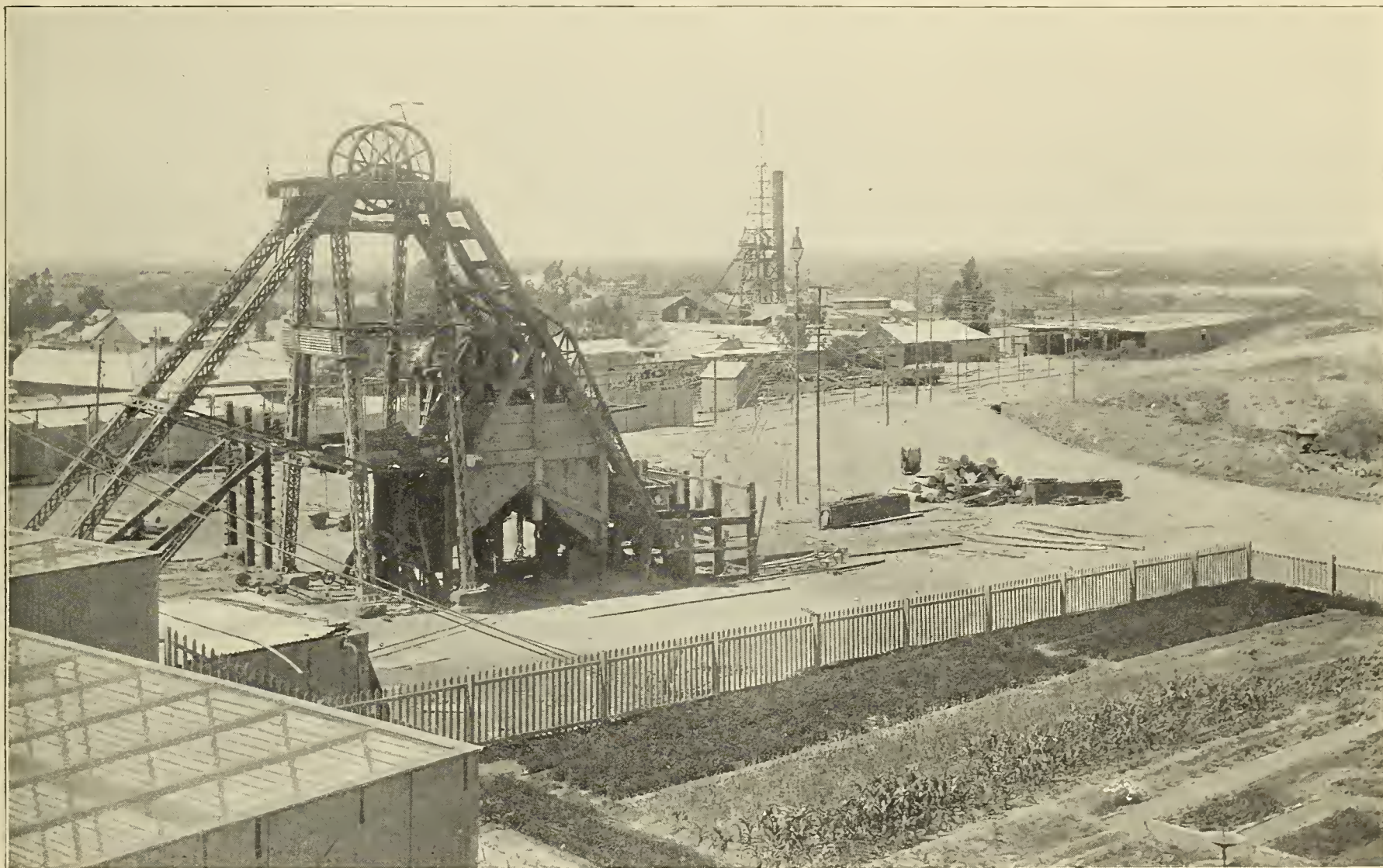




## KIMBERLEY.

ALTHOUGH the mines in the vicinity of this town are one of the great sources of wealth to South Africa, its affluence is not exhibited in the streets and buildings of the place. This, undoubtedly, is due to the fact that the whole diamondiferous country is now a huge monopoly, owned and conducted by a few millionaires, who do not reside in the place, and are, therefore, little disposed to pay any kindly attention to its embellishment. The town itself holds out no pretensions to architectural beauty or pretty surroundings, and its most striking feature is the irregularity with which it is laid out. Here the straight streets crossing at right angles and at equal distances, so generally found in South Africa, are replaced by want of uniformity, due, no doubt, to its gradual growth from a mining camp. Corrugated iron still enters largely into the construction of the houses, although many iron buildings have been replaced by more substantial edifices. The surrounding country is exceedingly flat and uninteresting, and in the dry season possesses more the appearance of an uninhabitable desert than anything else. In the Market Square before us are situated one or two of the principal buildings. As everyone will remember, Kimberley and its garrison, under the command of the gallant Colonel Kekewich, successfully held out for 123 days when invested by the Boers in 1899-1900.





## DE BEERS DIAMOND MINES, KIMBERLEY.

THE New Rock Shaft, occupying the centre middle distance, stands at the east end of Kimberley, and on the north side of the old open workings. It was started in March, 1889, and is connected to the mine with two main tunnels, one at 1,000 feet and the other at 1,200 feet from the surface, the distance from the shaft to the mine being about 1,134 feet. The shaft is divided into four compartments, one for pumping, two for hoisting the blue or diamondiferous earth, and one for a double-decked cage to carry the white miners to and from their work. The hoisting is performed by a pair of winding engines, capable of hoisting skips holding six loads of blue ground from a depth of a thousand feet in forty-five seconds. Arriving at the surface, the skips are tipped automatically into ore bins, from which the blue ground is filled into steel side-tipping trucks.





### OPEN WORKINGS, KIMBERLEY.

THE diamond mines occur in the shape of funnels several acres in extent, and are, probably, extinct craters which have been filled from below with volcanic mud containing diamonds at a remote time when the surrounding country was under water. The basaltic rock or "reef" surrounding these pipes contains no diamonds. We have here a representation of some of the old workings to be seen about Kimberley at the present time. These open crater-looking holes are of immense size, and often range from four to five hundred feet deep. They are the outcome of the excavations made by the early diggers, previous to the introduction of the present method of mining. The sides of these open workings, as they got deep, were exceedingly liable to collapse, and the thousands of tons of reef-fall not only endangered the lives of the workmen, but had to be excavated and taken to the surface at enormous cost, so, after many years, they were abandoned for the safer and more expeditious methods of underground tunnelling.





### SEARCHING TABLES, DE BEERS DIAMOND MINES, KIMBERLEY.

THE washed, granulated stuff is thrown on to the searching tables where it is thoroughly examined, first by white labour and afterwards by black. The searcher holds in his hand a small rake-looking instrument, with which he spreads out a quantity of the ground at a time, and examines it minutely. When a diamond makes its appearance it is dropped into the little sealed bottles standing in front. The diamonds are then assorted with reference to size, colour, and purity: after which they are sent daily to the general office under an armed escort, and delivered to the valuers of the Diamond Department. The diamond occurs in all shades of colour, from deep yellow to pure white, from deep to light brown, and green, blue, pink, yellow, orange, and opaque. The most valuable diamond, the Porter-Rhodes, a white octahedron, weighing 150 carats, and valued at £60,000, was found near the centre of the Kimberley Mine. The largest stone from the mine we have just seen (De Beers) is a yellow diamond of 302 carats, but the largest diamond yet found in South Africa is the colossal stone discovered in 1894 at Jagersfontein, in the Orange Free State, weighing 970 carats. The De Beers Consolidated Mining Company practically owns all the mines in and around Kimberley. The total yield of diamonds from the four mines and the river diggings, up to date, probably exceeds twelve tons—not very much to look at by weight, but, nevertheless, representing a value of £72,000,000 sterling.

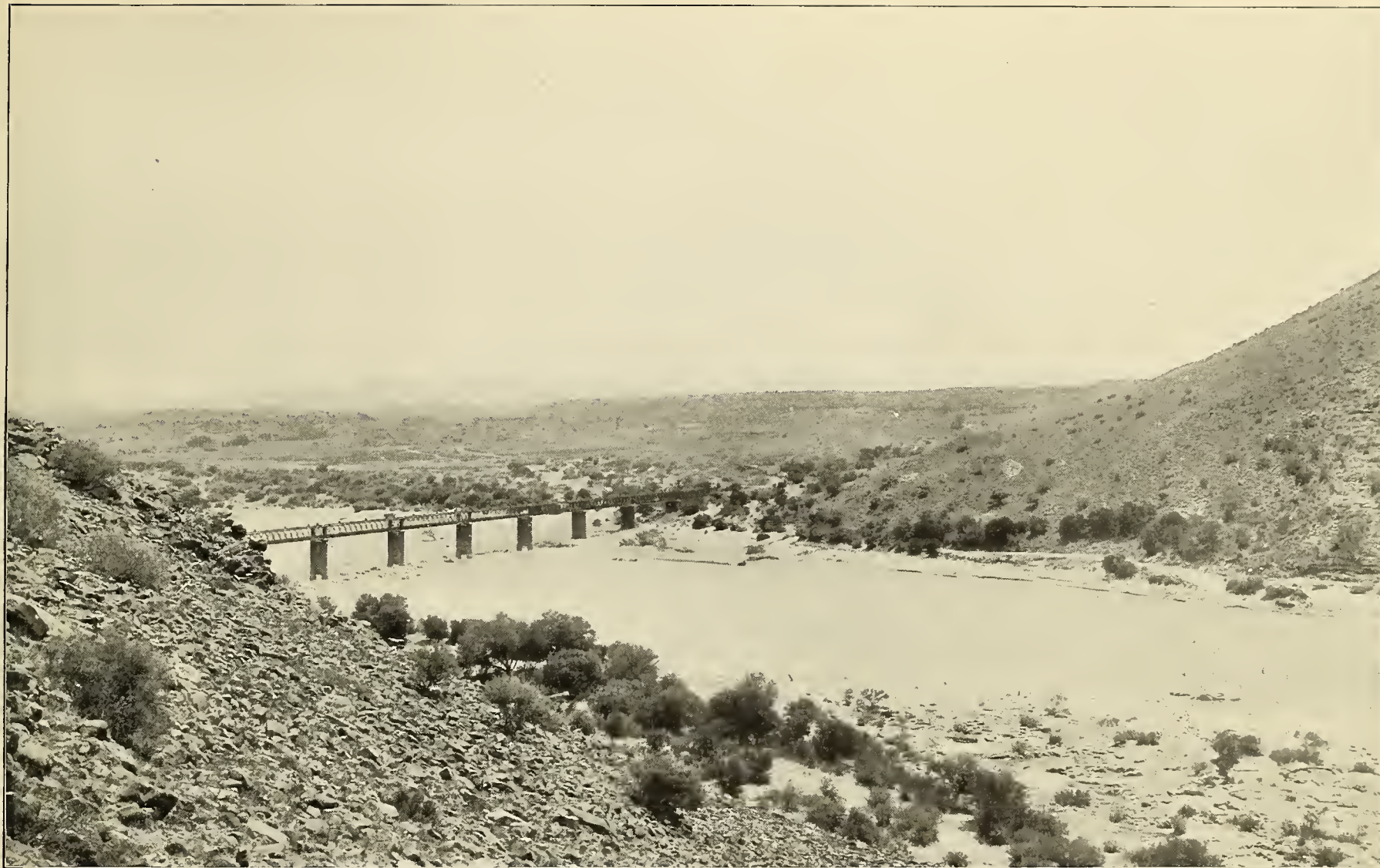




### COMPOUND, DE BEERS DIAMOND MINES, KIMBERLEY.

WE cannot leave Kimberley and its wonderful mines without having a glimpse at what, to many, would be considered the best part of the sight, namely, the Compound. These "Compounds," as they are called, are set aside for the native labourers, employed in the mines, and are, indeed, peculiar features of the fields. Within these acres the natives are confined during their term of service, which is generally for three months, at the end of which time many of them re-engage for further periods. Wood and water are furnished free; a large swimming bath is provided; and the sick are taken care of in an hospital, where medical attendance, nurses, and food are supplied by the Company. Wages are paid to the men, wholly in money, and within the Compound there are stores furnished with all the necessities of life, where they can purchase food, clothing, and whatever they require. No alcoholic liquors in any form are allowed to them, and, during the period of service, they are strictly guarded against having any intercourse with the world outside the Compound. Their opportunities for stealing or concealing diamonds are thus reduced to a minimum by this personal surveillance and by systematic searching whenever they come up from the mine shafts to the surface.





### ORANGE RIVER RAILWAY BRIDGE.

WE have now arrived at the northern boundary of Cape Colony, and are having a sort of bird's-eye view of the Orange Free State, or, as we should now call it, the Orange River Colony, and the Orange River Bridge, from a gentle eminence near to what is known as Norval's Pont. The bridge which spans this river was constructed at a cost of £60,000, and is probably the finest in South Africa. It was opened for traffic in 1885. The Orange River Colony is a gigantic plain standing from 4,000 to 5,000 feet above sea level, and over 50,000 square miles in extent. It is entirely destitute of trees, except along the river banks, which are frequently clothed with willow and mimosa. Here and there the dreary scorched surface of the plateau is relieved by isolated "kopjes" and short, stony ranges of hills, destitute of vegetation, and affording little shade. Several arches of the bridge were blown up by the Boers to delay the northward advance of the British troops in the late campaign, but the Royal Engineers soon put up a service bridge to be used till the original structure could be repaired.





## JOHANNESBURG.

WE have now reached the "Golden City," Johannesburg, the largest town of the Transvaal, and the most prominent city in the whole of South Africa. That a town and district of over 90,000 inhabitants should spring up from the waste, flourish and prosper exceedingly, and become the leading city of half a continent, and all in the course of nine or ten years, is marvellous in the extreme, even when contrasting it with what has transpired in America and Australia. But there are some peculiar features connected with the building of Johannesburg which place it in a category by itself. Not only was it founded and inhabited chiefly by foreigners, but its early advance had to contend against a certain measure of prejudice. From a bleak, uninviting wilderness the country has been transformed in the course of some ten years into this marvellous city with its tens of thousands of people.





## THE MARKET SQUARE AND POST OFFICE, JOHANNESBURG.

THE streets are regularly laid out, and several large open spaces have been provided, while the Market Square— a quarter of a mile long—is the largest in South Africa. The Post and Telegraph Offices have just been rebuilt on the site originally occupied, business being carried on in other premises during the reconstruction.





## MARKET SQUARE, JOHANNESBURG.

EVERY Saturday the great Market Square is almost entirely given up to auction sales of second-hand household goods and wearing-apparel. Here the miner who is "doing for himself" at some of the mines scattered along the reef can obtain the necessary fixings for his room; here the farmer can get a churn or a waggon or cart, and sometimes a pony or a cheap saddle; here in fact is weekly to be found a vast conglomeration of motley articles, good, bad, and indifferent, cheap, middling, and dear. Provisions, fodder, and other farm produce are sold at the "early morning" market, which is over by about eight o'clock, but the auction sales on Saturday go on till about one.





## EXCHANGE BUILDINGS, COMMISSIONER STREET, JOHANNESBURG.

IN the busiest part of Commissioner Street stands the Stock Exchange, and its elegant exterior will at once afford eloquent testimony to the wealth and energy of the citizens of Johannesburg who, in a few years, have raised such an edifice within which to transact business. The interior is comfortably and elegantly adorned. The usual loud hum of a number of excited speculators is to be heard here every morning, pretty much as one hears it in every other great mart of the world, but the intense gambling fever, prevalent years ago, has somewhat subsided, and the passionate scenes of triumph and despair which were then common are not now so frequent.





### “WANDERERS” RECREATION GROUND, JOHANNESBURG.

CLOSE to the railway station are the Wanderers' Recreation Ground and Pavilion, situated in Kruger's Park. There are cricket pitches and a bicycle track, reckoned to be one of the best in the world from the fact that it is composed of what is known as ant-heap, which is said to give the proper firmness and, at the same time, elasticity in riding so much desired by professional and amateur. The handsome hall adjoining the pavilion is used for gymnastics and for concerts which form the great Sunday evening attraction of the town.

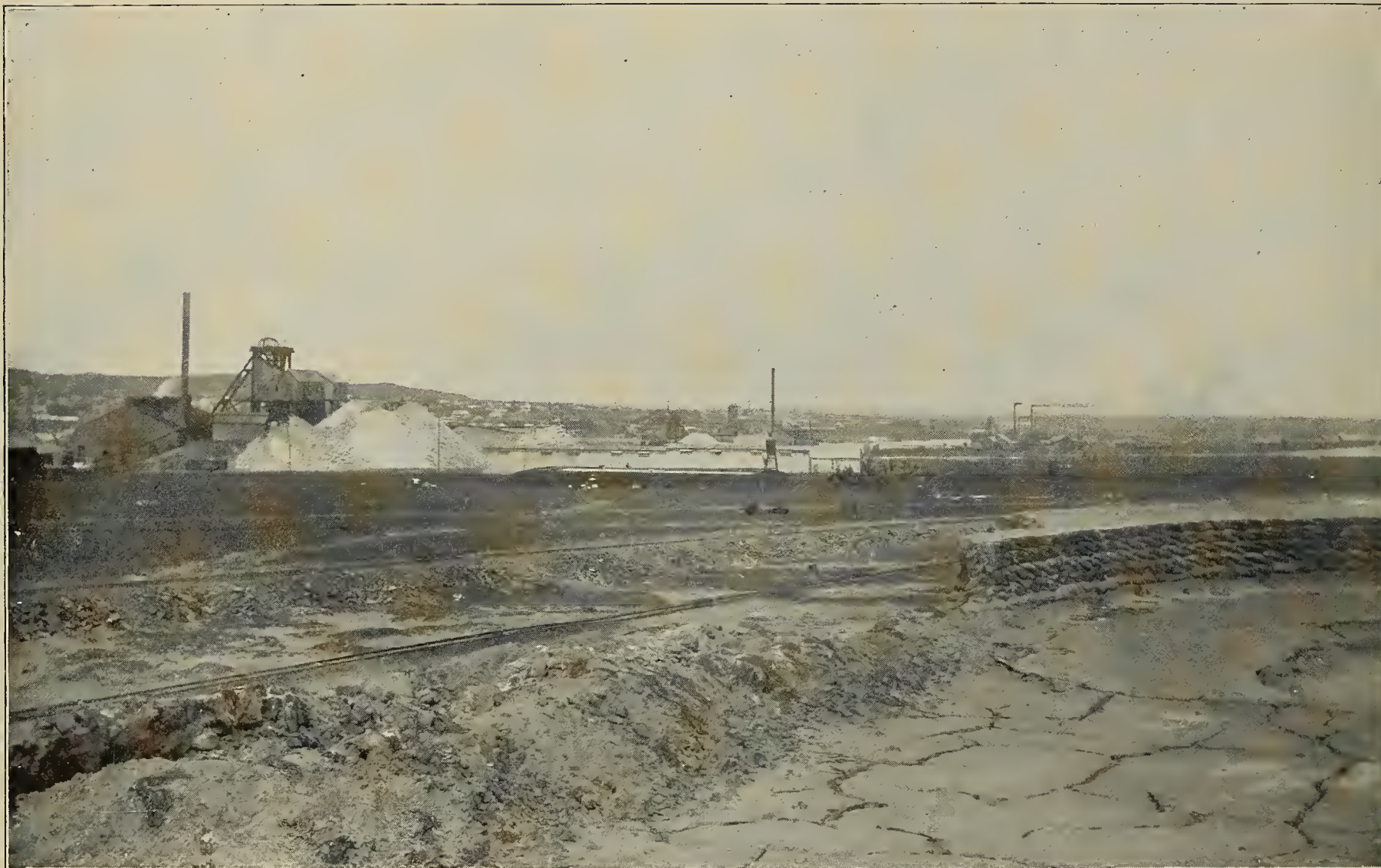




## THE HOSPITAL, JOHANNESBURG.

THE Hospital Buildings were erected at a cost of about £35,000, and have separate wards for white and coloured patients. Paying patients at different tariffs are also received. The nursing and attention here are equal to that obtainable in any first-class hospital in England, and much misery has been alleviated during the rough times of the mining boom. A large wing was put up in the rear of the main building through the private generosity of the late Barney Barnato.





## GOLD MINES ON LINE OF REEF, JOHANNESBURG.

THE gold reefs of Witwatersrand, which have been the means of creating Johannesburg on the hitherto useless tract of country, run east and west of the town for a distance of nearly a hundred miles. In 1886 a few straggling shanties began to rise along the line of reef, and shadow forth the tremendous industry now going on, which is enriching, not only the towns in its immediate vicinity, but the whole of South Africa. Over the whole line, from east to west, there are some sixty mines, whose shares, actually issued, represent at par value a capital of about ten and a-half millions sterling. The chimney stalks of the engine-houses, the head-gear of the mining shafts, the huge battery-houses automatically fed with their 20, 60, and even 160 stamps, unceasingly crushing day and night; the immense furnace-houses, the chlorination and cyanide works, with the adjacent reservoirs of tailings and of slimes, following one after another over the grassy dips and rises of the country for miles upon miles, present a scene unparalleled in any part of the world. The "output" of gold for the sixty mines in the vicinity of Johannesburg now exceeds 500,000 ounces for the month.





## PRETORIA.

WE have now arrived at Pretoria, the terminal point of our journey northwards. The town was laid out in 1855, and was named after Commandant Pretorius, first President of the South African Republic. The seat of Government was removed here from Potchefstroom in 1863. It is laid out on the northern slope of the valley formed by the Aapies River, a small tributary of the Crocodile. Being laid out regularly in parallelograms, its streets are of equal width throughout, and, in many instances, lined with magnificent willows. The moist, warm summer makes vegetation of all kinds grow luxuriantly. On the summit of the neighbouring hill are the remains of a time-ball erected by the British Government prior to the retrocession of the country. When that event took place, the wires connecting it with the Telegraph Office, together with most of the telegraph wires, were seized by the victorious party. The town is now in direct railway communication with Delagoa Bay, the well-known seaport of the Portuguese Eastern Territory. Pretoria was formally entered by Lord Roberts at the head of the British troops on 5th June, 1900.

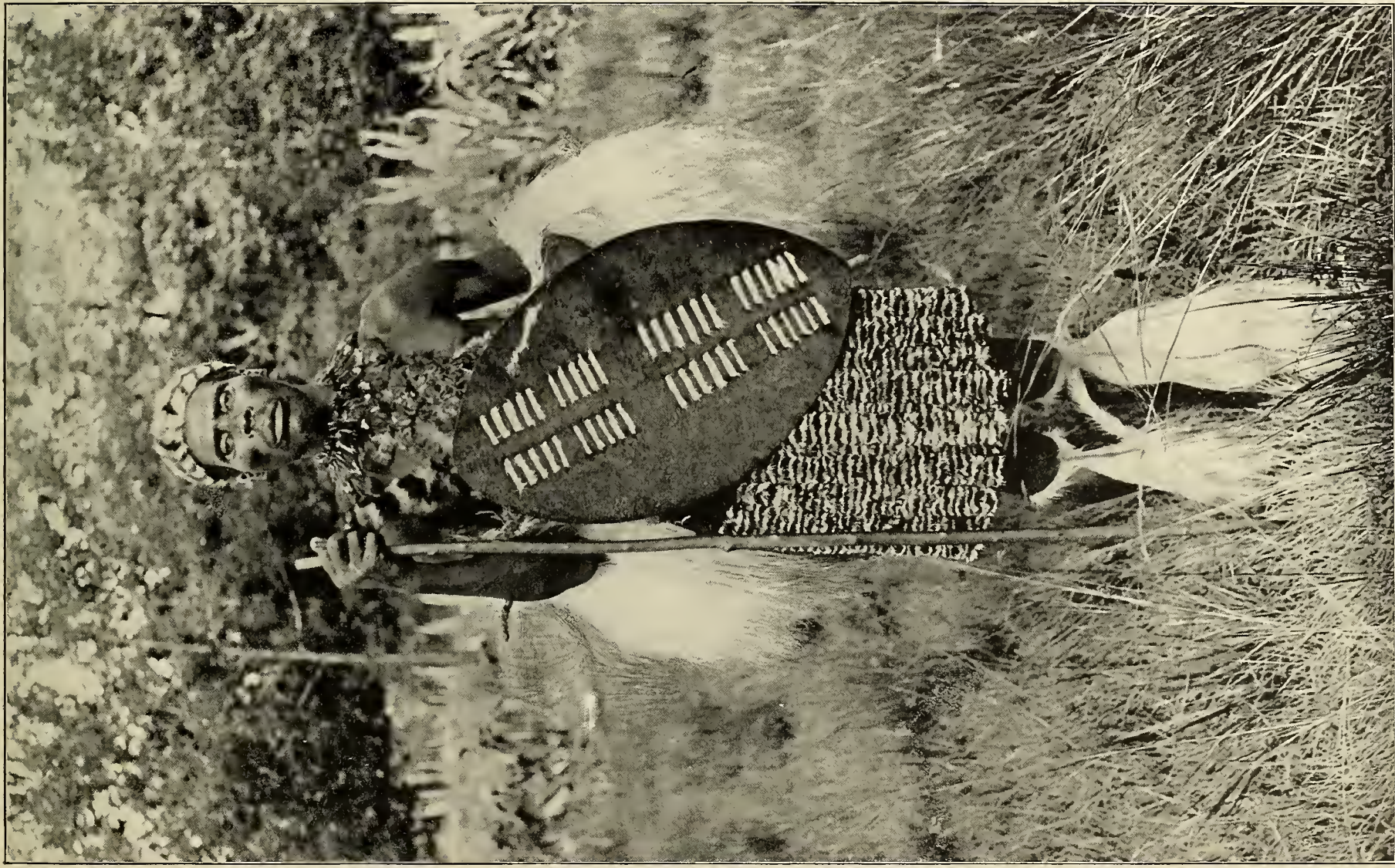




## GOVERNMENT BUILDINGS AND DUTCH REFORMED CHURCH, PRETORIA.

NOTHING could demonstrate more forcibly the sudden inrush of wealth into the Treasury of the Government of this territory than the comparison between the present sumptuous Government Buildings and the little thatched Parliament House which stood on the same spot only a few years ago. The whole of this wealth has been earned through the energy, perseverance, and industry of those the Boer derided "Uitlanders" or foreigners. The central tower is surmounted by a statue of Liberty, which has given rise to a protest from a section of the community, who, undecided whether the objectionable figure represented Queen Victoria or the Virgin Mary, demanded its immediate removal in either case.





### A ZULU CHIEF.

SINCE the Zulu War and the final overthrow of the natives with Cetewayo at their head, the great Natal tribes have been broken up and scattered and disarmed, but large territories are set aside as reserves where, subject to the authority of a white resident magistrate and a few police, the black man still practically leads the same life as of yore. Each tribe is ruled by a hereditary chief, assisted by his "indunas" or head men.





### A ZULU AND HIS WIVES.

WHEN the Zulu wishes to take to himself a wife, he literally enters into a commercial transaction with the bride's father, although he does not look upon it as such. The usual price for a wife is ten cows. According to the Zulu, the girls are not sold, the cows, by a legal fiction, are supposed to be a gift presented, not a price paid. Should the wife run away after marriage, the cows are returnable. The Zulu is a polygamist, and we are generally able to judge of his wealth by the number of his wives and bullocks, and "mirabile dictu," the women themselves are attached to polygamy, and would, on no account, change their place for that of monogamy. The Zulu now before us possesses five wives. To our European ideas they are not exceptionally beautiful, but to Zulu tastes some of them would be considered rather handsome. His wives are not only his servants, but they plough his land and husband his grain in addition to bearing his children.







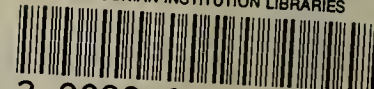








SMITHSONIAN INSTITUTION LIBRARIES



3 9088 00059 6320